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Hongkong, 7th July, 1910

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 7, 1910.

BRITISH BATTLESHIPS IN
THE FAR EAST.

When at the conclusion of the Russo-
Japanese war, the British Admiralty saw fit
to withdraw all the battleships from the
China Station, there was a good deal of per-
turbation evinced both at East and at
Home, and the wisdom of this action was
freely questioned. In Naval circles, opinions
were divided, for it was considered by many
Navy men that the withdrawal of the
battleships from the China Station and their
incorporation in the Home Fleet was
justifiable as being part of a great scheme of
concentration of forces in the English Chan-
nel and the North Sea, rendered necessary
by threatened invasion; and that the
depleted China Squadron was quite equal
to meet any emergency that then might arise
in Far Eastern waters, especially considering
that the sea power of our ally Japan had
been established as absolute in the Pacific
for the time being. But there were no two
opinions entertained on the subject among
British civilian residents in the East. The
withdrawal of our battleships was regarded
as a serious deprivation of some quarters.
Nor was the reason for this
withdrawal of our battleships living in
Asia. Countries are being constantly re-
minded in their every day lives of the im-
portance of our primary policy highly main-

tained amongst Oriental peoples and not per-
mitted to suffer in comparison with that of
other Powers. For the lowering of prestige
means the loss of trade. It spells "loss of
face," too—that important factor which must
be given a foremost place in all international
as well as in personal dealings between Chi-
nese and Europeans. It was little wonder,
therefore, that the Admiralty's action in or-
dering Home the battleships was generally
denounced as a mistaken policy. The British
Flag must not be allowed to suffer eclipse
in the estimation of Eastern nations. To
the Oriental mind, ostentation and display
are taken at a premium, not at a discount.
Some Powers do not hesitate to employ such
means of conveying to the native mind their
supremacy amongst the European group.
We do not for a moment suggest that Great
Britain should follow such a nefarious ex-
ample. But she should at any rate have a
showing equivalent to her real power and
strength. On a recent auspicious national
occasion, when one might well have expected
the flagship to be in Hongkong Harbour,
the majesty of our Navy was represented
only by the old *Tamar*. There can be no
doubt about the important effect that a visit
of a great warship has upon the people of
any Oriental port—or harbourage, witness
the awe and wonder of the inhabitants of
Persian coast ports when a few years ago a
huge British cruiser appeared in the Gulf.
No craft bigger than gunboats hardly had
ever been seen on those coasts before, and
these had been taken as representing the
might of Britain's Navy. The great cruiser
served to give a more accurate estimate of its
magnitude. So it was with general feelings of
satisfaction that we heard the announcement
that the Admiralty had at length resolved to
restore a part at least of our diminished
strength and prestige by sending out two
battleships to enforce the China Squadron.
These magnificent warships, according to
the original programme, should have been
here already, but for some reason that does
not transpire they were detained at Malta
longer than was expected. However, they are
due to arrive in Hongkong very shortly. Their
arrival will increase the displacement ton-
nage of the Squadron by nearly fifty per cent,
and the gun power also to the same extent.
The two battleships mount four ten-inch
guns each in their main armament, with
fourteen seven and five ten-inch weapons.
The ten-inch gun is not carried by any ships
at present in China, while the number of
7.5 inch pieces will be increased from ten
to thirty-eight. It is suggested that the next
ships to be sent to Chinese waters will be
some of the armoured cruisers of the *Cressy*
class which would replace the smaller *County*
cruisers, of which three are at present in the
Far East. The *Cressy*, *Curlew* and *Hogue*
are undergoing or have undergone extensive
repairs at Chatham dockyard. There is how-
ever, plenty of time before the next change
will be required to be made. At the present
moment, the most powerful unit in the
Squadron out here is Vice-Admiral Winslow's
flagship the *Minotaur*, 14,600 tons and
27,000 horse power. The other first class
cruisers on the China Station are the *Kent*
and the *Monmouth*, 9,700 and 9,000 tons
respectively. In the same class was the
ill-fated *Bedford* which was lost a few weeks
ago in the Straits of Korea. Her place is
to be taken by the *Curlew*, a new second-
class protected cruiser. This will be the
first commission of the *Newcastle*, which has
just been completed by Messrs. Armstrong,
Whitworth and Co. The China Squadron is
the weaker by this substitution because
the *Bedford* was an armoured cruiser,
and of more than double the *Curlew's*
tonnage which is only 4,800 tons. The other
second-class cruisers in the Squadron are
the *Stircea* and the *Tora*, of 4,300 tons each.
So far as other foreign fleets in China waters
are concerned, the most powerful warships
are the German flagship *Scharnhorst*, 11,600
tons; the U.S. flagship *Charleston*, 9,700
tons; and the French flagship *Dupleix*,
7,000 tons.

LOCAL AND GENERAL.

The English Mail of the 6th August has been
delivered in London.

The sale by auction of "Glenholme," Obser-
vatory Hill, Kowloon, takes place at Mr. Lam-
mer's sales rooms at noon to-morrow.

A SEVEN YEAR-OLD native youth was sentenced
to three weeks' hard labour in the Police Court
this morning for stealing some rice.

A NATIVE was awarded one year's hard labour
at the Magistrate's Court this morning for retaining
from banknotes. He was also awarded a
further term of three months for larceny.

NETHERLANDS India will soon have nickel five-
cent pieces—a fraction of a guilder—with a hole
punched in the middle. The lack of some
such coin had long been felt. The planing
communally and the Java Bank had urged the
Government to take some such steps.

The *Times* publishes a special article com-
prising on the correspondence between the
Bombay Chamber of Commerce and the Gov-
ernment of India with reference to the former's
proposal that the new Indian coinage and
stamps should bear the King's head crowned
as approaching closer to the Indian ideal of a
polar. The *Times* points out that millions of
polar pickets reach India annually; and the
object is not fully attained unless the stamp
of Great Britain also conforms to the ideal
of a polar picket.

Telegram.

"HONGKONG TELEGRAPH"
SERVICE.

S.S. "PERSEUS" ASHORE.

RESCUING VESSEL CAPSIZES.

CAPTAIN AND TWO OF THE CREW DROWNED.

[From Our Own Correspondent.]

Shanghai, 7th September,
4 p.m.

The steamer *Perseus* went badly
ashore at Driekwater Point on Satur-
day last.

On Sunday the tug *Sinfu* was
despatched to the assistance of the
Perseus.

Yesterday the tug capsized, and
Capt. Andersen, of the *Sinfu*, and
two of the crew were drowned.

The remainder of the *Sinfu*'s
crew returned to Shanghai to-day.

Another tug has been despatched
to attempt the rescue of the pas-
sengers and crew of the *Perseus*.

BOYS' OWN CLUB.

AQUATIC SPORTS.

The B.O.C. are holding an aquatic 10-0 at the
V.R.C. Swimming Bath. By kind permission of
the Committee ladies are invited to attend, and
there are about a dozen events to go through.
Sports commence at 3.30 p.m.

EDUCATION IN THE STRAITS.

PROFECTIVE STUDENTS FOR THE HONGKONG
UNIVERSITY.

Peking, August 31.

At the distribution of prizes at the Free School
here, Mr. W. Hamilton, acting headmaster,
declared that the schools of Peking had already
begun to feel the effects of the abolition of the
Queen's Scholarships, owing to want of induc-
ement to the pupils to remain at school after
passing the seventh standard.

The Chinese of Peking were spending six
hundred pounds a year in paying the school
fees of boys, many of whom did not require
such help. This money would be better spent
in scholarships to enable boys to study in Eng-
land or at the Hongkong University.

The Hon. J. O. Anthorn said that in the
present state of the Colony's finances there was
little chance of the Government reconsidering
their decision regarding the Queen's Scholar-
ships. He hoped other outlets would be found
in scholarships and the Tarjeng Leger-
engineering workshops.

He alluded to the condition of part of the
population in this part of the world which made
progress in sanitation difficult and hoped that
arrangements would be made to give lessons
in sanitation to the boys in the higher classes.
—*Straits Times*

CULOS KING.

WILL OF THE LATE MR. GEORGE
CLUNIES ROSS.

Mr. George Clunies Ross, described as of
"the Keeling Cocos Islands, in the South In-
dian Ocean," proprietor and king of that group,
who died at Vandonia, Isle of Wight, on 7 July,
last, aged 63 years, eldest son of John George
Clunies Ross, left personal estate, "as far as at
present can be ascertained," of the net value of
£207,706, which would appear to be exclusive
of his properties in the Keeling Cocos Islands.

His will is dated 15 February, 1909, and prob-
able has been granted to his son, Mr. Wilfred
Clunies Ross, of Gosport, Hants, Surrey,
Mr. Henry Stubbings, merchant, Whitlington,
Hants, E.C., and Mr. George Jefford Fowler,
solicitor, Bedford-row, W.C., to each of whom
for the execution of the testator left £500. He
left one fourth of his shares in the Christmas
Island Phosphate Company, Limited, to follow
the settlement dated 6 February, 1904, of 250
of these shares, another one-fourth of those
shares equally between his wife, Agnes Clunies
Ross, and his sons, Wilfred, Edwin, Roland,
and George Dymoke, and the remaining one-
half of those shares upon trust for his son John
Sydney Clunies Ross.

He makes no disposition of his interests in
the Keeling Cocos Islands.

THE Mayor of Kidderminster, presiding at a
meeting of two hundred farmers on August 23,
said that a beet sugar factory with a capital of
£200,000 would be erected in 1911 if contri-
butions were obtained from farmers to grow ten thou-
sand acres. Many of the audience signed con-
tracts.

STATISTICS gathered by the Collector of Customs
show Zamboanga to be a large shipper of
copra, most of which is gathered from small
groves in the vicinity. The figures for the
year ending June 30 place shipments at 496
piculs giving a net return to the growers of
497,600 pesos.

LORD Strathcona publishes the official report of
Mr. McConeil, the Surveyor, regarding the
discovery of gold at Blitar Creek, British
Columbia. After setting out technical details,
Mr. McConeil says that the assays from spec-
imens are reported to run from
three to eight dollars of gold per ton. Some
rich assays were obtained from the oxidized
flats, but these naturally do not mean much.
The value matter is abundant, but values are
hitherto so low that profit is doubtful. The ore
occurrences, however, justify some expectations
in exploration. The mine has not been
thoroughly prospected as a ballad would be
required to do so. The difficulties of transporta-
tion are insuperable; should the discovery
prove to be promising, it does not justify
however, a wide search. The country is largely
undiscovered and the only fact important in
connection with it is that it is a gold-bearing
country.

A MOTOR-CAR DEFENDANT.

STORY OF AN INTERESTING CAR-SMASH.

A case of more than ordinary interest, in
which the particular hobbies of the defendant
led to a "motor-car" smash, was brought to
the attention of the Chief Justice in the
Supreme Court this morning. The case was
one in which said defendant, Maric, of the
Dragon Cycle Works, had a suit against
Chun Pak Ngok, of Canton, to recover the sum
of \$7,885, being as to \$5,000 for goods sold
and delivered as to \$2,885 for the purchase price
of a motor-car sold to the defendant. The
defendant claimed interest on the sum at the rate
of 8 per cent per annum until payment or judg-
ment. Defendant set out in his defence the
claimant's (1) That an account be taken of all the
debts and transactions between the plaintiff
and the defendant and the amounts charged by
the plaintiff in such alleged and true receipts,
and of all monies paid by the defendant to the
plaintiff and that the plaintiff be ordered to pay
to the defendant such sum of money (if any) as
shall be found to be due to him upon the taking
of the account; (2) return of a Richard-Brasier
motor-car converted by the plaintiff to his own
use and benefit; (3) return of a Walery (4) for-
feiture of car or relief; and (5) costs. Mr. W.
Slade, K.C., instructed by Mr. C. E. H. Beale,
of Messrs. Wilkinson and Gilt, appeared for
the plaintiff, and Mr. C. G. Alabaster, instructed
by Mr. F. H. Pitt, of Messrs. Britton and Helt,
represented the defendant.

The statement of defence set out that the
defendant was a deaf-mute and as such was in-
capable of the law, a person of unsound
mind but that presumption may be rebutted.
During the period of the alleged transac-
tions, the defendant was deaf and dumb, as
plaintiff well knew, and the plaintiff had re-
fused or neglected to give defendant notice of
sums of money received by the plaintiff.

Mr. Slade stated that the statement of claim
was contained in a specially ordered and writ of
claim. He asked for slight amendments
owing to clerical errors.

Mr. Alabaster also asked to amend the state-
ment of defence, by adding the words "De-
fendant was illiterate and weak-minded and
had expectations from his family at the time of
the alleged transactions and that therefore
the transactions were harsh and unconscion-
able."

Mr. Slade objected. That was only a strong
on them that morning. The other side must have
known it for weeks, whereas they sprung it on
them at the last moment.

Mr. Alabaster expressed his willingness to
strike out the word "weak-minded" if that was
what was complained of.

Mr. Slade—Of all the amendments
being thrown at my head without any notice
whatever. We gave you ample notice of our
amendments.

His Lordship—For you pleading unround-
ness of mind?

Mr. Alabaster—I'm not pleading unround-
ness of mind but I'm pleading the ordinary
principles of equity.

Mr. Slade—Is a very ingenious way of
evading the judgment.

His Lordship—I'm bound to confess it strikes
me as being very ingenious.

Mr. Slade stated the facts of the case were
that the plaintiff had carried on a motor-car business
for a good many years and had dealings with
the defendant for five or six years. All their
accounts were settled until the beginning of
1907. In that year, the plaintiff got a Rambler
motor-car into the Colony and offered to sell it
to the defendant for the sum of \$5,000 but finally
he accepted \$3,000, payable by monthly instal-
ments of \$100. The defendant was alleged to be
of unsound mind at the time and to have been
in a state of ignorance when making signs to
express his wishes. He was always accompanied
by an interpreter. The act of speaking by
signs was more or less an established system
among deaf-mutes, the methods employed being
of a descriptive nature. At the time of the
transaction, the defendant thoroughly un-
derstood what was explained to him. Plaintiff
would say that in all instances except in those
where small repairs were concerned, the
defendant always brought and beat down the
high prices either by means of signs or in writ-
ing. For some time, the defendant paid no
instalments and the plaintiff made no move-
ment to demand payment. Defendant
was alleged by the defendant for payment of the
amounts at regular intervals. The defendant
thoroughly understood the mechanism of the
car, which he drove himself. Perhaps his
lordship at times saw the car tearing along the
streets. The defendant also effected all the
repairs himself, except as regarded big
repairs, which were done by the professional
repairer. Shortly afterwards, the defendant
wished to buy a Daimler car, for which the
sum of £1,700 was asked by the plaintiff. He
paid, went to Mr. J. J. d'Almeida and Smith's
office, where a contract was made out and
defendant agreed to deposit \$3,000. Defendant
was alleged to have signed the contract. The
plaintiff then came to view serious
trouble. It fell into one of the trenches dug
by the Government in a vicinity of cross-roads
and the back axle broke—perhaps one of the
most serious accidents that could befall a
motor-car. There was a complete and thorough
smash. The car was taken for repairs to the
plaintiff's shop but as the defendant wished to
have the other car, he opened negotiations
with Messrs. who agreed to sell defendant the
car for \$3,000 cash and the broken-down car.
Defendant paid \$3,000 in cash and agreed to
pay the balance by instalments. The agree-
ment was put into writing by somebody—he
did not know by whom—and was signed by
the defendant and witnessed by the interpreter.
The defendant undertook to pay Messrs. There
were no solicitors present and in order to put
the agreement into order, the parties went to
Messrs. Denny and Bowley's office, where
young Mr. Denny put the matter into papers
by drawing up four promissory notes, payable
monthly by Maric and defendant. He fully
understood, the defendant went to Canton,
where he was closely confined and not allowed
to come to Hongkong. Mr. Denny in the mean-
time sold the car for \$3,000 to Maric. The
Richard-Brasier car was left by the defendant
in a shed at Wanchai, and the plaintiff, know-
ing it meant absolute ruin to the car, communi-
cated with the defendant and offered to look
after the car. Plaintiff also paid a writ of
execution for the defendant for a small amount
(about \$50) in respect of rent and thus saved
the car and kept it under repair. Plaintiff
then wrote a letter to the defendant's mother
explaining the position and stating that in re-
gard to a car which had been ordered out from
home at the defendant's request, the order was
just coming to him to cancel the order and the
order was ultimately countermanded. The horse
affair was more complicated. Defendant wish-
ed to buy a horse and he wanted Mr. J. J. d'Almeida
and Smith's office. He saw the plaintiff about the
matter and the latter agreed to sell him the
animal for \$500 which defendant was willing
to pay. Defendant, however, saw Mr. Knox and
beat down the price to \$300, and was therefore
indebted to Mr. J. J. d'Almeida for the balance.
Plaintiff sold the car to Mr. Knox for \$300,
being out of pocket in the sum of \$2,000 for
repairs effected to the car. The car was then
sold to Mr. Knox for \$300 and plaintiff was will-
ing to return the car on payment of the amount
owed on the car.

After further argument, the case was
adjourned.

CORRESPONDENCE.

U.S. "BEDFORD" DISASTER.

To THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—Will you kindly allow me to say
through your columns that the proposed mem-
orial service in St. John's Cathedral will not
take place, as we find the service has already
been held on board "F.M.R. *Bedford*." But I
am sure all the people of the Colony sym-
pathize with the service and the friends and
shipmates of the men who lost their lives when
serving their King and country.—I am, Yours,
etc.

G. H. VICTORIA.

St. Paul's College,
Hongkong, September 7, 1910.

THE CANOV ROYCOIT.

AMERICAN NEWSPAPERS V.I.W. OF THE
SUNDAY.

Washington, August 20.

A number of intimations that the Chinese
propose to boycott American goods in retaliation
of the American policy towards Chinese
immigrants have reached the department of
commerce unofficially, doubtless from Chinese
agents in San Francisco.

The government has no official information
concerning a boycott.

Chinese seeking to enter this country, accord-
ing to officials here, are receiving better treat-
ment during their detention than ever before,
and the law is being rigidly enforced, resulting
in a greater number of exclusions.

A leading officer of the department of com-
merce and labour said that vigorous efforts
were being made by Chinese and their counsel
to break down the enforcement of the ex-
clusion act. He said the act was celebrated
on Immigration Commissioner Hart H. North.

"Since the station was established at Angel
Island," said this official, "the number of re-
jections has more than doubled. Then the
Chinese began to work their smuggling opera-
tions across the Mexican border. We have
got after that and stopped it pretty well, and
now they are trying to break down North.
Charges were filed against him and he made
an answer."

These papers were reviewed by Secretary
Nagel. The secretary will be in San Francis-
co about November and will personally go
over the situation. It is safe to say, however,
that nothing serious against North has been
sustained or he would have been dismissed
before this.

KULKS FOR A HUSBAND.

A MALAY MARRIAGE CONTRACT.

There is a little bit of a coming away up in
the Federated Malay States, named Ipoh,
which lays claim to the distinction of being the
hub of Malaya. Twenty years ago, it was a
small collection of native huts; at the present
time it is a town, with well-built modern houses
which are daily increasing, and is second to
none in the whole of Perak. It is a recently in-
corporated into the Court of the Judicial Commis-
sioner to hear an appeal case, in which excep-
tion was taken to the granting of a divorce by
the husband of a Malay woman.

Two proceedings were certainly interesting, as
it appeared that the decision was based on the
grounds that the appellant had broken his
marriage contract. For instance, when the
wife became disobedient, he retaliated by in-
dulging in opium smoking, and purchased the
necessary paraphernalia. He also failed to
hand her his pension, which he had promised
to do, and regarding a provision for new cloth-
ing to his wife (twice a year), he submitted that
he had bought her five sarongs on four
occasions, as well as a sarong to which to pray.

NO JOKE ABOUT MOTHERS-IN-LAW.

The clauses of this marriage agreement

were submitted to the court, and were to the
effect that the appellant agreed to hand the
whole of his pay to his wife and to mutually
agree that they would act together according
to the custom of the people. Moreover, he
contracted to stop opium smoking after May,
1909, and never in any way cast aspersions or
reflections on the relations of his wife or to
use any uncomplimentary language towards
her.

One clause said, "But above all will I not
say Hendah Cheral." The fifth and last clause
was an embodiment of agreement on the part
of both parties, and was to the effect that the
appellant agreed to provide his wife with clothes
twice a year according to Mohammedan law,
while the wife stipulated that she would be
obedient to her husband, otherwise she would
be punished for *Panasu*.

Another clause was added, which made pro-
vision that the appellant should hand over all
his pension to his wife or whatever he might
get, and in the event of his non-compliance
with this provision, or "a distinct action on his
wife's part to end him," recourse could be had
to the abridgement of the Kuli, and a Talak
should drop if the facts were proved.

Well, the case was argued at length before
Mr. Justice Tilden and three Mohammedan
assessors, the appeal being eventually dis-
missed, the judge remarking that the agreement
was one which had been mutually drawn up,
and there was nothing in it which could make
anything in it otherwise than binding. There-
fore the acting chief Kadi of Kuala Kangsar
had found right when he granted the wife a
divorce. — *Full Night Gossip*.

The bone shareholders of Troon Mines have
been informed, under date August 21.—The
general manager reports an output during the
month of July of 25,000 ore value £10,500
at 42.6 per picul. The working costs were
£1,100. In addition 55 tons was by tribu-
tary and a profit of £2,800. Further findings are
reported by cable which indicate the discovery
of a new block of ground carrying 50,000
tons of ore, valued at £10,000, and 100,000
tons of ore, valued at £10,000, and 100,000
tons of ore, valued at £10,000.

A FLOATING island drifting about in the wake
of vessels in the China sea, is the latest marine
phenomenon to be reported. Nautical Ex-
aminer, Mr. J. J. d'Almeida, reported that
on August 10, 1910, a vessel of the British
flag, the *Albatross*, reported the sighting of
a floating island in the Pacific Ocean, which
was about 100 miles long and 10 miles wide,
and was covered with tropical forest and
vegetation. The island was reported to be
drifting about in the wake of vessels, and
was seen by the *Albatross* on August 10, 1910.

THE Chairman and Directors, Kuala Lumpur
Gold Mining Co., Ltd., Singapore.
Gentlemen,—I beg to say with a view to
my report on your Mining and Milling opera-
tions.

The accompanying sheet of Mining measure-
ments and assay results shows a total of 532
feet, made up of Sinking, 21 feet, Drilling on
Lodes, 190 feet, and Cross cutting, 321 feet, and
compares with a total of 392 feet for the pre-
vious four weeks.

MINING.

MANAGER'S REPORT FOR THE FOUR WEEKS
ENDING AUGUST 14, 1910.

The Chairman and Directors, Kuala Lumpur
Gold Mining Co., Ltd., Singapore.
Gentlemen,—I beg to say with a view to
my report on your Mining and Milling opera-
tions.

The accompanying sheet of Mining measure-
ments and assay results shows a total of 532
feet, made up of Sinking, 21 feet, Drilling on
Lodes, 190 feet, and Cross cutting, 321 feet, and
compares with a total of 392 feet for the pre-
vious four weeks.

14ft. Level, Drive South.—This has been
advanced 11 feet making a total of 39 feet.
The lode is 51 in. wide and produces 4.3 dwts. per
ton.

14ft. Level, Drive South, Station Lode.—This
has been started during the month and 8 feet
driven on a Lode of strong appearance, a total
of 1.10 dwts. per ton.

14ft. Level, Drive North, Station Lode.—This
has been advanced 17 ft. total 39 ft. Lode is 48
in. wide giving value of 4.70 dwts.

Crosscut for Stop Filling amount to 157 feet.
Stop 48.—Above the 360ft. level 5 stopes are
being worked, Lode 95 in. wide and w. 5.40
dwts. per ton. Above the 340 ft. level 5 stopes
are being worked, Lode 100 in. wide and w. 5.80
dwts. per ton.

Stop 150.—160ft. Level North.—This drive
has been restarted and advanced 4 ft. making a
total of 435 feet from Shaft. This drive will be
continued, to prospect the ground north of
"Stop 48."

THE MAHOMMEDAN MOSQUE

APPLICATION FOR APPOINTMENT OF TRUSTEES

Before the Chief Justice, Sir Francis Pigott, in the Supreme Court this morning, Hon. Mr. W. Rees-Davies, K.C., Attorney-General, presented on behalf of the Crown a petition for the appointment of eight Trustees for the Mahomedan Mosque.

The petition showed that by an indenture dated the 23rd September, 1850, made between Her late Majesty Queen Victoria of the one part and Shaik Moosidin, Mahomed Arab, Shaik Canher and Hassan Mally, the Trustees nominated by and on behalf of the Mahomedan community of Hongkong, of the other part, Her Majesty leased and to farm let unto the Trustees for a term of all that piece or parcel of ground, situate in the Western District and registered in the Land Office as Island Lot No. 218 in the names of the Trustees in trust for the Mahomedan community for ever, together with all easements, profits, commodities to the demised premises belonging or in any wise appertaining, excepting and reserving as to the said land, the same was, excepted and reserved to hold the said piece or parcel of ground and premises thereby demised or intended to be with their and every of their appurtenances unto the said Trustees in trust from the 21st September, 1849, for and during and until the full end of the term of 99 years. The said Trustees were now all dead and the last survivor died in 1878. No Trustees had been appointed but the mosque had been in the care of different members of the Mahomedan community. His Excellency the Officer Administering the Government and the Mahomedan community now desired it expedient that eight Trustees should be appointed. Their names were as follows:—Ahmet Rumjahn, Abdol Luban Abbas, Abdol Fakkerah Arcull, Ismail Pilly Madar, Jemadar Gharagh Din, Sergeant Noor Din, Subadar Mahomed Ali and Jemadar Abdol Kham, who had consented to act as Trustees, in the alternative, the petition prayed that such other order may be made as to the Court may seem fit.

The Attorney-General stated that the petition was presented by him in his official capacity, for the purpose of appointing new Trustees for the Mahomedan mosque. The application was made under section 41 of the Trustees Ordinance of 1901, which was based upon the Imperial Trustees Act. The application was made merely with the object of facilitating the wishes of the entire Mahomedan community of the Colony.

His Lordship—Is it a charity?
The Attorney-General—It is tantamount to a charity.

His Lordship—The reason I would like to go fully into the matter is to know whether the whole of the Mahomedan community have a voice in the matter.

The Attorney-General—Those are my instructions.

His Lordship—Somebody may afterwards raise an objection.

The Attorney-General—I understand all the sections of the Mahomedan community are represented by solicitors.

His Lordship—I only want to know whether there is any dissent.

The Attorney-General—I don't think so. I am instructed that there is only one section which didn't wish to be represented.

His Lordship—I'm bound to ask these questions, as I've been familiar with this sort of thing before.

The Attorney-General—The whole of the Mahomedan community have been meeting at different times and the matter has been allowed to remain in abeyance.

Proceeding, the Attorney-General stated that the Trustees were elected by votes.

At this point, Mr. Slade, who had been concerned in the matter before as Acting Attorney-General, stated that all the sections of the Mahomedan community had different ideas as to the composition of the Trustees body. There had been various meetings of various sections of the Mahomedan community. The Shiah section could almost be called dissentients, and differed from the main body of the Mahomedan community. They did not attend the Mosque, which was visited by the Sunni.

His Lordship—The matter is very important.

Mr. Slade—In this case there have been most exhaustive discussions.

Proceeding, Counsel stated that the Mahomedan community very rarely made use of the Mosque. There was not such a divergence of religious views among the main body as would prevent the Shiah attending the Sunni Mosque.

His Lordship—How about the Mahomedan soldiers of the garrison? Who is the present regiment leaves the Colony, its successors might wish to visit the Mosque.

After further discussion, his Lordship intimated that he would take the case in vacation. The matter was too delicate. He wished to prevent trouble hereafter.

At this point, Mr. Jackson, of the Land Office, went into the box and proved the indenture in connection with the Crown lease.

His Lordship having asked for fuller information with regard to the question of the election of Trustees, the Attorney-General asked that new Trustees should be appointed in the event of any of the present Trustees retiring or leaving the Colony.

His Lordship—We must not think of appointing Trustees who are likely to remain in the Colony only for a few years.

The Attorney-General said it was a well-known fact that they had always had difficulties with regard to religious matters both at home and abroad.

His Lordship said he did not wish to introduce an element of discord among the Mahomedan community, considering all the Mahomedan regulations might be in use be put into the Colony.

The Attorney-General—Muslims are bound to visit the Mosque.

The matter was allowed to stand over.

THE HIGH HAND

CHINA AND THE OPIUM TRADE

Peking, 15 July.
The British in China never imagined, when their Government undertook to end the shipping of opium if the Chinese would at the same time cease growing it, that the yellow man would be able to fulfil his part of the bargain. It has been predicted in every book written about China that the Chinese would never be able to give up the use of the drug. Britishers here never contemplated seriously the abolition of the traffic. But the Chinese have already actually accomplished what a new regulation had been framed prescribing that all opium smoking must stop at the end of the Sixth Moon, in the fourth year of Hsuan-tung, that is in two years from now. Officials below the fifth rank, it reads, "who shall be found smoking after that date, will be cashiered and handed over to the local authorities, to be placed under surveillance for a period of three years. Ordinary persons will be punished with imprisonment for seven years."

There is, of course, a weak point in this edict—namely, that under it officials of the first four grades evidently go unscathed. But this is China, and equal justice to all men cannot in a day take the place of centuries of discrimination.

STEERING THE TRADE.
Of course, the testimony of the Chinese Government is always likely to be unreliable. But even if the evidence of the various foreign consuls, including the British themselves, were not sufficient to confirm Chinese declarations as to the suppression of the growth of opium, the argument of price is incontrovertible. The price of opium in China has risen seven or eightfold in the past three years, since the reduction in output began.

This is one of the excuses offered by the British Legation in Peking to the Chinese Government for the excess in the import of 1909 over that of 1908. Instead of the promised reduction of 750,000 lb. (or, to be accurate, 5,100 chests), there was, as I have said, an increased importation of nearly 100,000 lb. Of course, the British Government was not at fault. The promised reduction of one-tenth annually in direct shipments was maintained. But a large indirect importation took place, consequent on the enormous profits derived from the traffic.

The promised reduction of importation from India was accomplished in 1908, and British Government is, I am told, taking steps to prevent a recurrence of the abnormal year of 1909. Measures have already been devised between the Peking Government and the British Legation which will probably result in a new and more effective treaty.

About 25,000 chests of opium are shipped annually from India to countries other than China, largely for medicinal purposes, but much of this was bought up abroad by speculators and re-shipped to this country, where, owing to its comparative scarcity, inveterate opium-smokers are willing to pay almost any price for the drug.

It is said that the poorer classes, who have hitherto smoked the cheaper native product, find it easier to shake off the habit because the home-grown opium is so much lighter than Indian.

THE HATED "FOREIGNER".
That China's hatred of the foreigner is due in part, at any rate, to his commerce in opium is incontrovertible. In spite of the statement of Lord Curzon, when Viceroy of India, that the Chinese do not mind the British for bringing him better opium than the British dislike the Chinese for making him better brandy.

For half a century the Chinese have been crying out, whether rightly or wrongly, against the "foreigner" on the score of opium. The very name of the drug, "foreign opium," is evidence of the association in the Chinese mind. Indeed, the anti-foreign feeling in China has much to do with the remarkable campaign, which, those addicted to the use of opium, no less than those for whom it has no temptations, we will go on behalf of their country. The Chinese declare that the "foreigner" brought this curse upon them (opium) and that he is a villain who has ruined them by the Western traders; they see that by his consumption the foreigner grows rich while they grow poor and they know that the foreigner's hold upon them, which they desire to break, has, until the present revival, grown tighter every year.

The Peking papers are constantly publishing edicts cashiering this military commander or removing that official because the time within which he was to give up opium has expired. Sometimes an important man high in the Government, and who cannot be spared from office, is given leave of absence that he may retire for a while and try some opium cure. Failures of health among men holding such high positions are continually reported owing to the evil effects of so-called cures.

DEATH FOR DISOBEDIENCE.
In the country districts farmers have been shot down for disobeying the Imperial Edict forbidding the planting. Mockers also have been executed for laughing at the Government, or for laughing in its face. The explanation seems to be that the conscience of the country has been awakened in the matter of "foreign opium," so that the arbitrary measures taken by officials to many localities against opium growers have been supported by all the best and most influential members of society.

The Government is endeavouring to establish provincial monopolies for the sale of opium, and to prevent the traffic in the provinces. A number of months or years longer while gradually breaking themselves of the habit. Against this measure there is violent British protest, the claim being made that vested rights of many years standing have been permitted by the Chinese to grow up, and that people with large interests at stake cannot be cut off from a livelihood at brief notice. By treaty, too, it is pointed out, subjects of the British Crown have a right to trade freely in all the open ports of China. It is also contended that the new scheme, like so many of its predecessors, is only a dodge on the part of the provincial Governors for obtaining greater revenue, out of which they profit personally.

Perhaps this is all true. Perhaps the Chinese man is a heathen. But only if opium. But whether he is or whether he is not, the fact remains that for the moment, at any rate, he is making Great Britain in the great opium reform. May the British at home and those of the East, who are in the effort to break the country's hands of "foreign opium,"—Frederick Moore in Morning Leader.

UNITED SINGAPORE RUBBER

PROPOSED RECONSTRUCTION ON A STERLING BASIS

A meeting of the United Singapore Rubber Estates will be held on the 9th inst. Following is the report to be presented:—

The directors beg to submit herewith their accounts from the inception of the company to the end of June, 1910. The company was registered on September 4, 1909 and all the properties were taken over about the beginning of October.

Mr. Machado, late of the Kamuning Rubber and Tin Mining Co., Ltd., was engaged as manager and entered upon his duties on November 1, but unfortunately died of the effects of a chill on June 17, 1910. Mr. Machado's illness and death caused much inconvenience but the directors were fortunately able to secure the services of Mr. R. Pons. This gentleman took over the management from June 20, 1910. The condition of the estate is satisfactory and progress has been made with the development.

The property taken over amounted to 3,540 acres. Since that date about 2,084 acres have been acquired from government and about 1,880 acres have been purchased, making a total of 6,500 acres.

Out of this total the directors in April last, with the consent of the shareholders sold 2,798 acres to the Sembawang Rubber Plantations, Limited, for 600,000 shares of 1s each in the new company. In connection with this, a general meeting was convened with the view of ascertaining the shareholders' wishes. The meeting resolved that 500,000 shares should be distributed amongst the shareholders and the directors have in consequence taken steps to carry out the shareholders' decision. But the distribution, as proposed, necessitated a reconstruction or reduction of capital. After a good deal of consideration the directors have decided that at the present time it may be to the advantage of the shareholders to reconstruct the company in London on a sterling basis. Pending such reconstruction, for which the directors are arranging, and the full details of which will be laid before the shareholders, these shares will be retained as assets of the company.

Tapping was commenced in a very small way in November last. A small amount of rubber was taken over from the previous owners. The total amount of rubber collected was 7,052 lbs. in eight months. The average price sold at Singapore, was 5.41 per lb. equivalent to 7s. 11d.

As was to be expected, the cost of tapping and product of rubber on a young estate for the first time has been high, but the directors have every reason to expect that very soon the manager will be able to produce the rubber at the usual tapping cost when all the trees in blocks are ready for tapping.

A new rubber machine with all the necessary implements and an up-to-date factory are being fitted up by Messrs. Howarth Erskine, Ltd., at a cost of 50,000, and will be ready for working some time in October next. The machine is estimated to turn out 50 lbs. of rubber per hour.

Of the remaining 4,008 acres after the sale to the Sembawang Rubber Plantations, Ltd., the acreage of land may be distributed as follows:—

Serangoon section.....	609 acres
Woo Chiang ".....	87
Trafalgar ".....	173
Recent purchases from Govt. about.....	761
Other land bought recently.....	58
Total.....	1,448

The planted area and age of trees as prepared by the manager are as follows:—

Years	Acres
1 to 5	170
6 to 10	306
11 to 15	270
16 and under	1,350
Total	2,696 acres under cultivation.

From this it can be seen that since the formation of 1,100 acres have been planted up. By the end of 1910, the total planted area will be 3,000 acres and in 1911 the whole available land will be under cultivation. About 200 acres will remain unplanted on account of roads, buildings, swamps, etc.

Detached areas in small lots amounting to 29 acres in all were sold for \$3,074.75.

Mr. Machado estimated 12,000 lbs. of rubber for the year 1910. The monthly output already amounts to 19,000 lbs. and the manager anticipates a considerable increase in future. Mr. Machado's estimate will thus be considerably exceeded. The labour supply has been sufficient and there is no difficulty in getting all the labour wanted. The health of the men employed on the property has been excellent. There is hardly any sickness. The trees are remarkably free from disease and pest. No anxiety need be felt on this score, but every precaution is taken to guard against any appearance of fungus or white ants. The revenue accounts a profit of \$1,420.80 which the directors propose to carry forward. The auditors, Messrs. Wyatt and Co., feel and being eligible offer themselves for re-election.—Singapore Times.

JAPANESE PAWN BROKERS

IN MANCHURIA

One of the minor means by which Japanese are attempting to obtain a firm hold on Manchuria is the issue of small loans to the peasantry at exorbitant rates, secured on crops as yet unborn and another is the establishment of pawnshops where the amounts lent on the pawns are somewhat higher than elsewhere but the interest demanded is excessive.

Quite a number of simple people, it is asserted, have fallen into the clutches of these state-aided sharks, and have ultimately had to part with their real estate to meet the demands of the modern Shylocks. In consequence of this the Governor of Manchuria has asked the Japanese authorities to prohibit Japanese from establishing pawnshops in Chinese territory.

COMMERCIAL

6th September, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allaars.....	5/0
Anglo-Java.....	7/10
Anglo-Malaya.....	25/6
Balgownie.....	24
Batu Tiga.....	20/6
Bertram.....	7/0
Bukit Kajang (pp.).....	65/
Bukit Kajang.....	20/6 prem.
Canary United.....	31/
Castledale.....	12/
Changkat Serdang.....	12/
Cheras (part paid).....	8/9 prem.
Da (fully paid).....	310
Damanas.....	16 1/2
Eastern International.....	19/6 prem.
Fed, Selangor.....	—
Glencairn.....	52 20
Glenhale.....	—
Goldcoast.....	120/
Golden Hope.....	—
Highlands and Lowlands.....	10/6
Indragiri.....	3 7/8
Jack Kenneth.....	—
Jequile.....	—
Jonglanders.....	—
Kamuning.....	6 1/2 prem.
Kuala Lumpur.....	18-16
Landroos (fully paid).....	—
Landroos (ppd.).....	—
Latus.....	—
Ledbury.....	5/6
Linggit.....	14 1/2
London Asiatic.....	11/
London Ventures.....	6/6
Merlimans.....	7/6
Pajamas.....	515
Pegohs.....	518
Rubber Trusts.....	30/ prem.
Saggs.....	270/
Sandycrofts.....	531
Sapong.....	—
Seafelds.....	—
Selongs.....	17/6 prem.
Shelford.....	82 3/4
Singapore & Johore.....	515
Sunatras Parus.....	15/
Sungei Chobis.....	118/
Sungei Kapang.....	16/3
Tandjongs.....	37/6
Tangkabs.....	37/6
Tecroale.....	21/ prem.
Ulu Raudu.....	—
United Serdang.....	12/6
United Singapore.....	31 7/8
United Sumatra.....	11 3/4
United Langkat.....	80 3/4
Trochus.....	37 1/2
Pana Rubber.....	8 1/2 per lb.

AUGUST RUBBER RETURNS.

Agents Guthrie & Co.
CHANGKAT SALAKI—1,500 lbs, July 1, 1910.
Total 4,591.

The manager of Bukit Lintang Rubber Estates, Ltd., reports the output of dry rubber during the month August, as 4,000 lbs. against corresponding date last year, 880 lbs.

Ayer Panas Rubber Estate, output of dry rubber during the month of August was 1,000 lbs. and for previous month, 850 lbs.

Tanjong, Limited—The output of dry rubber during the month of August was 2,500 lbs. The output of coconuts since the formation of the company has been: April 17,000, May 18,000, June 17,000, July 19,500, and August 14,000.

Shelford crop was 17,000 lbs., and for the eight months 18,500.

THE TALATI INSOLVENCY.

APPEAL DISMISSED.

On the Original side of the Bombay High Court, on Friday, 19th ult., the Hon'ble Sir Basil Scott, Chief Justice, and the Hon'ble Mr. Justice D. B. Chelmsford, heard an appeal in an insolvency matter from a decision of the Hon'ble Mr. Justice D. B. Chelmsford, who granted a personal discharge to one Mamedji Pestonji Talati. In the lower Court one Abhechard Gokaldas, an opposing creditor, had opposed the discharge of the insolvent. The Hon'ble Mr. C. H. Setalwad and the Hon'ble Mr. A. H. Mulla, instructed by Messrs. V. D. Girdhar and Company, appeared for the appellant and Mr. D. N. Bahadurji and Mr. Ramdas D. N. Wadia, instructed by Messrs. Ardabhai Bomanji Dabshah and Co., for the insolvent. This was connected with the case of the Talati's Insolvency, which was heard and disposed of by the Hon'ble Mr. Justice Dabshah. The insolvent carried on business in Bombay, Hongkong and Shanghai. At the hearing Mr. Justice appeared for the creditor and cross-examined the insolvent for several days. Mr. Justice left the Court, as his Lordship had intimated that he would sit late to complete the cross-examination. The Hon'ble Mr. Setalwad then took charge of the case and wanted to cross-examine the insolvent which his Lordship refused. Ultimately the matter was disposed of, his Lordship holding that the grounds of opposition had been framed in a reckless manner and without any regard to the truth. His Lordship on the evidence held that nothing was proved against the insolvent which would disentitle him to the relief claimed and his Lordship accordingly granted the insolvent his personal discharge.

The present appeal was made on grounds, among others, that the Court ought not to have sat after the Court hours, that the Commissioner should not have insisted on proceeding with the matter without proper assistance being given to Counsel, and that the Commissioner ought to have allowed the opposing creditor's counsel to further cross-examine the insolvent and to recall witnesses and to call further witnesses.

His Lordship dismissed the appeal with costs after hearing Mr. Setalwad.

Today's Advertisements.

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

"NORE"
Captain G. Phillips, will leave for the above places 10-MORNING, the 8th September, at Noon.

For Freight or Passage, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 7th September, 1910.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR MANILA, ANGAUR, YAP, MARONNI, FRIEDRICH, WILHELMSHAFEN, NABAU, BRISBANE AND SYDNEY.

THE Steamship

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Captain D. Less, (ready to sail on Saturday) will leave for the above places on SUNDAY, the 11th inst., at 10 A.M.

For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
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General Agents.
Hongkong, 7th September, 1910.

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NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th of September will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of September, at 9.30 A.M. All claims must reach us before the 17th of September, 1910, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

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Transhipped at Port Said.

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Ex S. S. Danfloe from Venice.
Transhipped at Port Said.

Hongkong, 6th September, 1910.

Events Coming.

Wednesday, 7th September.
Theatricals, Warwick Major Comedy Co., 9 p.m.

Thursday, 8th September.
Auction sale, "Gleanings," Kowloon, 12 (noon), Geo. P. Lamont's.

Saturday, 10th September.
Hongkong Hotel half-yearly meeting, at the Company's Hotel, 12.30 p.m.
B.O.C. Aquatic Sports, at V.R.O. Bath 3.30 p.m.

Tuesday, 13th September.
Queen's College Re-opens.

Thursday, 15th September.
Legislative Council meeting, 2.30 p.m.

Saturday, 17th September.
Gymkhana Meeting, at Race Course, 3.30 p.m.
Meeting of China Light and Power Co., Ltd., noon
Fookgong Cricket Club open air Concert 9 p.m.

Saturday, 24th September.
Meeting of Douglas Steamship Co., Ltd., noon.

Thursday, 29th September.
Buff Aquatic Sports, at V.R.C. B. 2.

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CORNED PORK
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and
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DAIRY FARM CO.,
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1 BUCKS:
4 D. 2 Quarts.....\$ 2.00 per case
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"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 15TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
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(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI, KOBE & MOJI	"NANSANG"	FRIDAY, 9th Sept., Noon.
MANILA	"YUENSANG"	FRIDAY, 9th Sept., 4 P.M.
SHANGHAI via NINGPO	"HANGSANG"	TUESDAY, 13th Sept., Daylight
SGAPORE, PENANG & CALCUTTA	"POKSANG"	WEDNESDAY, 14th Sept., Noon.
TIENSIN	"CHONGSHING"	THURSDAY, 15th Sept., Noon.
MANILA	"LOONGSANG"	FRIDAY, 16th Sept., 4 P.M.

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The steamers "Nansang" and "Yuensang" leave about every 5 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

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TSINGTAU, CHEFOO & NEWCHANG	"NAKOTANG"	8th " 4 P.M.
SHANGHAI	"CHIHUEA"	8th " 4 P.M.
CHINKIANG	"HANGHONG"	8th " 4 P.M.
CHEFOO & TIENSIN	"HUICHOW"	10th " 4 P.M.
SHANGHAI	"ANNU"	11th " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SORROW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SORROW STEAMERS (Anhui, Chusan, Linan, Chihuen), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 15. Hongkong, 7th September, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

SHEWAN TOMES & CO.

SHEWAN TOMES & CO.

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SHEWAN TOMES & CO.

SHEWAN TOMES & CO.

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"JOSHIN MARU" Capt. H. Murayama	UNDAY, 11th Sept., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Fuzuno	THURSDAY, 15th Sept., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
£73.00	\$55.00	\$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 6th September, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS, STEAMERS, SAILING DATES, 1909

MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID

VICTORIA, B.C. & SEATTLE

VICTORIA, B.C. & SEATTLE

SYDNEY AND MELBOURNE

SHANGHAI, MOJI & KOBE

NAGASAKI, KOBE and YOKOHAMA

Kobe and YOKOHAMA

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers

Passenger Season 1911

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

RATES OF PASSAGE.

To Victoria, B.C. and Seattle, Wash. U.S.A.

RATES OF PASSAGE.

To Pacific Coast Common Points

To London via New York

To Pacific Coast Common Points

To Pacific Coast Common Points

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Shipping—Steamer.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADEN, COYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for SATAY, PERAK, GULF, CONTINENTAL, AMER, GULF AND SOUTH AFRICAN PORTS.)

THE Steamship "DELTA"

Canada B. W. H. Suow, carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc., on SATURDAY, the 17th September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moolah" in 9.6.11 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Genoa for London (under arrangement) will be transhipped at Colombo. Late the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Paris" due in London on 15th October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to A. A. HEWITT, Superintendent.

Hongkong, 5th September, 1910.

Consignee.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE," FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th September, 1910.

FROM EUROPE.

THE H.A.L. Steamship

"ALEXIA"

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex. via Odessa from C. B. about: HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 5th September, 1910.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"PALMA"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Bills of Lading and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not claimed by the 4th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Godown Company's representative, as per pointed here. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

A. A. HEWITT, Superintendent.

Hongkong, 5th September, 1910.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship

"LIGHTNING"

Captain E. P. Smith, will be despatched for the above Ports on FRIDAY, the 9th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 6th September, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK

S.S. "SAINT PATRICK" (On or about 10th Sept.)

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 5th September, 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers PORT SAID, MESSINA, NAPLES, LEONORO, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through Rates to PERSIAN GULF, and BOMBAY, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA)

THE Steamship

"CAPRI."

Captain Morasco, will be despatched at above on MONDAY, the 13th September, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 3rd August, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE."

Captain Gregory, will be despatched at above on MONDAY, the 13th September, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 30th August, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ST. ALBANS."

Captain Reid, will be despatched at above on SATURDAY, the 17th September, at Noon.

Consignees.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"BLOEMFONTEIN."

Captain Patterson, having arrived from the above Port, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 12th inst., at 9.30 P.M. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 5th September, 1910. [588]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., *ex s.s. China, Sardinia and Himalaya* (Sales of Paper).

From Australia, *ex s.s. Macedonia*

From Persian Gulf, *ex B. I. S. N. and B. & P. S. N. Co.'s Steamers*

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th Sept., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 3rd August, 1910. [4]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 7th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 6th September, 1910. [18]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Bidding.

London—Bank T.T. 1/9 7/16

Do. demand 1/9 1/16

Do. 4 months' sight 1/9 1/16

France—Bank T.T. 2/5 1/2

America—Bank T.T. 4/5 1/2

Germany—Bank T.T. 1/5 1/2

India T.T. 1/5 1/2

Do. demand 1/5 1/2

Shanghai—Bank T.T. 7/16 1/2

Singapore—Bank T.T. per H.K. 5/100 7/16

Japan—Bank T.T. 1/5 1/2

Yan—Bank T.T. 1/5 1/2

4 months' sight L/O 1/5 1/2

6 months' sight L/O 1/5 1/2

30 days' sight San Francisco & New York 1/5 1/2

4 months' sight do 1/5 1/2

30 days' sight Sydney & Melbourne 1/5 1/2

4 months' sight France 1/5 1/2

6 months' sight do 1/5 1/2

4 months' sight Germany 1/5 1/2

Bar Silver 1/5 1/2

Bank of England rate 1/5 1/2

3 months' sight 1/5 1/2

THE WEATHER.

On the 7th at 11.50 a.m.—The barometer has risen considerably over Malacca Straits and the S. Cochin and fallen quickly to 30.5. Japan the depression having moved towards N.N.E. and approached the latter area.

The other depression seems to be moving into the Pacific to the E. of Japan.

The barometer has risen slightly over S. China and Tongking.

Pressure remains high over the Pacific in the neighbourhood of the Bonins, and relatively so over N. China. A low pressure trough lies over the N. part of the China Sea.

Moderate to fresh N.E. winds may be expected over the Formosa Channel and the southern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

FORECAST.

—Hongkong and Neighbourhood, N.E. wind, moderate to fresh, cloudy, some rain.

—Formosa Channel, same as Hongkong.

—South coast of China between Hongkong and Macao, same as Hongkong.

ROBBERS' ESTATE RETURNS.

June July Total

Allagar 5,500 5,500 11,000

Aior Pongun 2,000 2,000 4,000

Alma 700 850 1,550

Anglo Malay 49,782 53,517 103,299

Ayer Kuning 833

Ayer Molek 2,013 7,000

Ayer Panas 500 900

Balgownie 9,175 8,757 17,932

Batak Rabit 1,335 1,335

Batung 1,948 2,700 4,648

Batu Caves 13,034 17,458 30,492

Batu Tiga 7,589 8,463 16,052

Bertam 9,735 61,543

Beverlac 40,302

Bikam 1,166 2,051 3,217

Brieh 900 1,283 2,183

Bukit Kajang 4,293 5,473 9,766

Bukit Rajah 28,812 30,440 59,252

Bukit Lintang 3,800 3,800 7,600

Bukit Timah 779 621 1,399

Dokit K. B. 300 300

Carey United 11,802 12,000 23,802

Castlefield 3,700 3,800 7,500

Changkat Serdang 3,332 3,653 6,985

Changkat Salak 950 1,100 2,050

Cicely 12,495 16,000 28,495

Consolidated Malay 24,770 135,354

Caledonia 21,000 23,401 44,401

Chumot 630 1,868 2,498

Chonorese 2,122 2,213 4,335

Damansara 27,911 135,772

Edinburgh 6,400 6,500 12,900

Federated (Selangor) 11,317 60,355

F.M.S. Rubber 18,670 31,770 50,440

Gedong 14,600 21,000 35,600

Glenally 1,853 1,735 3,588

Glanahil 3,867 4,899 8,766

Golden Hope 2,950 5,114 8,064

Golconda 11,803 70,737

Gula Kalumpung 10,000 10,000

Harpender 8,700 33,530

Haytor 349 349

Heaywood 902 1,100 2,002

High & Lowlands 37,471 39,266 76,737

Inch Kenneth 13,331 11,000 24,331

Indragiri 824 824

Jagra 10,024 11,758 21,782

Jeboing 19,300 102,140

Kapar Para 13,387 64,673

Kamuning 7,051 7,935 14,986

Kempsey 3,507 10,988

Kepong 2,975 3,900 6,875

Klebing 256 256

Kota Tinggi 664 510 1,174

Kuala Klang 2,238 10,915

Kurau 2,076 2,640 4,716

Krisah, Est. 3,224 3,107 6,331

Kuala Lumpur 45,700 10,300 56,000

Labu 10,154 16,616 26,770

Ladang 37,793 36,923 74,716

Ladbury 9,544 9,544 19,088

Lingli 63,000 71,000 134,000

London Asiatic 12,520 16,707 29,227

Malacca Plant 21,500 20,500 42,000

Merton 19,122 12,853 31,975

New Serendah 415 415

North Hammock 5108 28,801

Nova Scotia 19,100 14,975 34,075

Palam 3,000 3,238 6,238

Pataling 27,448 27,448 54,896

Pegoh 3,570 3,500 7,070

Pengkalan Dariau 1,058 968

Pengkalan Dariau 10,874 58,414

Port Dickson 571 3,419

Radella 1,017 1,017

Remba 621 597 1,218

Riba Rubber 4,994 5,437 10,431

Rubana 12,500 16,500 29,000

Ratani 1,575 1,850 3,425

Riber Growers Assn. 3,681 3,507 7,188

Sengal 7,000 7,000 14,000

Selaba 5,586 6,750 12,336

Sungai Choh 4,600 21,800

Sungai Kapar 16,800 100,600

Sandycroft 6,782 9,911 16,693

Seaford 16,085 49,264

Selangor 33,189 201,511

Seremban 34,081 38,515 72,596

Sembawang 271 535 806

Senawang 5,772 6,150 11,922

Shelford 7,901 10,500 18,401

Spora & Johore 11,875 11,780 23,655

Singapore Para 4,900 5,400 10,300

Straits Rubber 24,760 148,800

Sungai Salak 2,012 2,858 4,870

Sungai Way 6,108 22,858

Tambalak 964 964

Telik Anson 1,535 6,800 8,335

Tall Ayer 13,100 15,500 28,600

Tralagar 321 324 645

Troing 2,160 2,160

Ulu Pandan 410 475 885

United Singapore 1,610 1,610 3,220

United Sumatra 4,510 3,710 8,220

Vallambrosa 33,500 22,737

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Consignees of Estates, returns for which is above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singapore Press Free.]

Shipping.

Sambir Ger. s.s. 3,011 A. Beuss, 6th Sept.—Shanghai 3rd Sept. Gen.—H. A. L.

Kanagawa Maru, Jap. s.s. 3,564, C. H. Butler, 6th Sept.—Shanghai 3rd Sept. Gen.—N. Y. K.

Sungaiang, Br. s.s. 988, H. A. Hard, 2nd Sept.—Cebu and Singapore 8th Aug. Gen.—P. & O. S. N. Co.

Deffinger Ger. s.s. 41, G. Miners, 6th Sept.—Bremen 27th July and Singapore and India, Gen.—M. & Co.

Wohu, Br. s.s. 1,217, A. Tucker, 7th Sept.—Canton 6th Sept. Gen.—B. & S.

Chibuta, Br. s.s. 1,150, A. S. Harris, 7th Sept.—Canton 6th Sept. Gen.—B. & S.

Hangchow, Br. s.s. 990, Robertson, 6th Sept.—Cebu and Singapore, Ballast.—B. & S.

Kelvinhead, Br. s.s. 1,916, J. H. McKie, 7th Sept.—Fremantle 1st Aug. and Sandalwood.—J. M. & Co.

Menelaus, Br. s.s. 3,006, J. N. Williamson, 7th Sept.—Liverpool and Singapore 2nd Sept. Gen.—B. & S.

Clearances at the Harbour Office.

Beland, for Hongkong.

Typhoon, for Hongkong.

Tasmania, for Hongkong.

Deffinger, for Hongkong.

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SHARE QUOTATIONS

Supplied by Messrs. R. S. KADOORIE & Co. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AT THE LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE DIVIDEND QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$1,500,000	\$1.50 for half year ending 31.12.09 @ 5% 1/2 - \$15.00	5 X	\$15.00 buyers
National Bank of China, Limited	99,995	47	46	\$1,000,000	\$1,000,000	\$1 (London 5/6) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	16,000	\$250	\$50	\$1,500,000	\$1,500,000	\$10 for 1908	6 X	\$180 ss. & b.
North China Insurance Company, Limited	10,000	415	45	\$1,500,000	\$1,500,000	Final of 7/6 making 15/12 for 1908	5 X	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$150	\$100	\$1,500,000	\$1,500,000	Final of \$10 per share, making in all \$50 per share for 1908 and an interim dividend of \$50 per share for 1909	6 X	1830 sellers
Yankee Insurance Association, Limited	12,000	\$100	\$50	\$1,500,000	\$1,500,000	\$10 for year ending 31.12.08 and interim of \$5 in account of 1909	7 X	\$205
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,500,000	\$1,500,000	\$4 and bonus \$2 for 1908	7 X	\$114
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,500,000	\$1,500,000	\$27 for 1908	8 X	\$350 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$1,500,000	\$1,500,000	\$1.50 for 1908	...	\$11 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,500,000	\$1,500,000	\$1 for year ending 30.6.1908	...	\$26 sellers
Hongkong, Canton & Yacow Steamship Co., Ltd.	80,000	\$15	\$15	\$1,500,000	\$1,500,000	Dividend of \$1 1/2 for 30.6.10	8 X	\$32 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$1,500,000	\$1,500,000	\$6 for 1907 on Preference shares only @ 10% 11/16 - \$5.154	...	\$60
"Shell" Transport and Trading Company, Limited	3,000,000	41	41	\$1,500,000	\$1,500,000	3rd lot of 2 1/2 per share (comp. No. 12) making in all 4 1/2 for 1908 & interim of 1 1/2 for ac. '09	5 X	87
"Siam" Ferry Company, Limited	10,000	\$10	\$10	\$1,500,000	\$1,500,000	A dividend of 7 1/2 for yr. ending 30.4.1910	5 X	\$24 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,500,000	\$1,500,000	\$10 per share for 1909	6 X	\$160 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,500,000	\$1,500,000	\$5 for 1907	...	\$26 sellers
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,500,000	\$1,500,000	Tls. 10 for year ending 31.8.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	3,000,000	41	41	\$1,500,000	\$1,500,000	Interim of 1/6 for 1910 (coupon No. 14)	9 X	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$1,500,000	\$1,500,000	First year	...	Pa. 12
Ramb Australian Gold Mining Company, Limited	150,000	41	41	\$1,500,000	\$1,500,000	\$1 per share 1910 dividend	5 X	\$71 sellers
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	\$1,500,000	\$1,500,000	Final of Gold \$0.65 for 1909 in all G \$1.15	...	41
Docks, Wharves & Godowns	100,000	\$25	\$25	\$1,500,000	\$1,500,000	\$1.75 for year ending 31.12.05	...	\$91 sellers
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,500,000	\$1,500,000	\$2 1/2 for year ending 31.12.05	...	\$53 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,500,000	\$1,500,000	\$2 1/2 for 1909	41 X	\$53 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,500,000	\$1,500,000	No dividend paid this year	...	\$50
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	\$1,500,000	\$1,500,000	Final of Tls. 3 making Tls. 6 in all for 9/10	61 X	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$1,500,000	\$1,500,000	Interim of Tls. 3 for 1910	7 X	Tls. 116 ex div.
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,500,000	\$1,500,000	Tls. 6 for year ending 30.6.09	61 X	Tls. 101 buyers
Central Stores, Limited	50,123	\$15	\$15	\$1,500,000	\$1,500,000	\$1.20 on old and 60 cents on new issue (\$1.20 on old shares and 60 cents on new shares)	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,500,000	\$1,500,000	\$1 for half year ending 31.12.09	...	\$84 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,500,000	\$1,500,000	Final of \$1 making 1 1/2 for year ending 31.12.09	7 X	\$101 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$1,500,000	45 cents for 1909	6 X	\$8 sellers
Kowloon Land and Building Company, Limited	5,000	\$50	\$50	\$1,500,000	\$1,500,000	\$2 1/2 for 1909	81 X	\$32 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	\$1,500,000	\$1,500,000	Interim of Tls. 3 for 1910	61 X	Tls. 112 sellers
Wag Point Building Company, Limited	12,500	\$50	\$50	\$1,500,000	\$1,500,000	Final of \$1.50 making in all 3.50 per share for 1909	81 X	\$39 buyers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	\$1,500,000	\$1,500,000	Tls. 11 for year ending 31.12.09	61 X	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,500,000	\$1,500,000	50 cents for year ending 31.12.08	10 X	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,500,000	\$1,500,000	Tls. 7 1/2 for year ending 30.6.09	12 X	Tls. 62
Luen-ching-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,500,000	\$1,500,000	Tls. 6 for 1909	7 X	Tls. 65
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	\$1,500,000	\$1,500,000	Tls. 15 for 1909	10 X	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500,000	\$1,500,000	15 X per share for 1908	...	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,500,000	\$1,500,000	60 cents for 1909	6 X	\$8 buyers
China Light and Power Company, Limited	10,000	\$5	\$5	\$1,500,000	\$1,500,000	90 cents for year ending 31.12.08	...	\$1.40
China Provident Loan & Mortgage Company, Ltd.	125,000	\$12	\$12	\$1,500,000	\$1,500,000	80 cents for 1909	9 X	\$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,500,000	\$1,500,000	\$1.20 for year ending 31.12.07	61 X	\$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,500,000	\$1,500,000	Final of 40 cents making in all 75 cents per share for 1909	10 X	\$5 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,500,000	\$1,500,000	12 per cent. viz. \$1.40 for 1909	12 X	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,500,000	\$1,500,000	A dividend of \$1.20 per share and a bonus of 10 cents for 1909	6 X	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,500,000	\$1,500,000	Final of \$3 for 1909	6 X	\$15
Hongkong Road Manufacturing Company, Ltd.	50,000	\$10	\$10	\$1,500,000	\$1,500,000	Final of \$1 making in all \$2 for 1909	6 X	\$21 sellers
Manchujiu & Co., Ltd.	25,000	G \$100	G \$100	\$1,500,000	\$1,500,000	Interim dividend of Tls. 12 1/2 15th March	...	Tls. 1,300
Peak Tramway Company, Limited	25,000	\$10	\$10	\$1,500,000	\$1,500,000	80 cents on fully paid shares and 10 cents on 10% paid shares for year ending 30.4.10	...	\$14 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	\$1,500,000	\$1,500,000	None	...	\$14 sellers
Phillips Company, Limited	75,000	\$10	\$10	\$1,500,000	\$1,500,000	None	...	\$10 sellers
Shanghai-Samoa Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	\$1,500,000	\$1,500,000	No dividend this year	...	Tls. 155
Societe des Pulpes et Papeteries du Tonkin	13,200	50	25	\$1,500,000	\$1,500,000	First year	...	\$50 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,500,000	\$1,500,000	None	...	\$25 sellers
Steam Laundry Company, Limited	20,000	\$10	\$10	\$1,500,000	\$1,500,000	10 X for year ending 31st May 1910	12 X	\$12 sellers
Union Waterworks Company, Limited	10,000	\$10	\$10	\$1,500,000	\$1,500,000	60 cents for year ending 31.12.08	8 X	\$8 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,500,000	\$1,500,000	60 cents per ord. share for year ending 31.12.09	12 X	\$12 sellers
Watkins Limited	10,000	\$10	\$10	\$1,500,000	\$1,500,000	15 cents for 1909	11 X	\$11 sellers
Waiside (A.S.) & Co., Limited	10,000	\$10	\$10	\$1,500,000	\$1,500,000	None	...	\$10 sellers
William Powell, Limited	15,000	\$10	\$10	\$1,500,000	\$1,500,000	None	...	\$10 sellers

Hotels.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED)

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE

A FIRST CLASS RESTAURANT

(TABLE D'HOUE OR A LA CARTE)

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

(199)

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL,

SHAUKIWAN ROAD.

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 27th September.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 6th September, 1910.

(16)

Intimations

Denmark's Pride



HEYMANS BUTTER

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49

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JUST OPENED!!DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
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CENTRAL.

Hongkong, 27th May, 1910.

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7.00 a.m. to 10.00 a.m. Every 10 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.00 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.30 p.m. Every 15 minutes

1.30 p.m. to 2.15 p.m. Every 15 minutes

2.15 p.m. to 3.00 p.m. Every 15 minutes

3.00 p.m. to 4.00 p.m. Every 15 minutes

4.00 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 6.00 p.m. Every 15 minutes

6.00 p.m. to 7.00 p.m. Every 15 minutes

7.00 p.m. to 8.00 p.m. Every 15 minutes

8.00 p.m. to 9.00 p.m. Every 15 minutes

9.00 p.m. to 10.00 p.m. Every 15 minutes

10.00 p.m. to 11.00 p.m. Every 15 minutes

11.00 p.m. to 12.00 a.m. Every 15 minutes

12.00 a.m. to 1.00 a.m. Every 15 minutes

1.00 a.m. to 2.00 a.m. Every 15 minutes

2.00 a.m. to 3.00 a.m. Every 15 minutes

3.00 a.m. to 4.00 a.m. Every 15 minutes

4.00 a.m. to 5.00 a.m. Every 15 minutes